

ROADS WILL KEEP FOOD CARS GOING

Lines Have Secret Plans to Keep City from Starving.

MILK AND MEAT SUPPLY IN PERIL

Would Quickly Be Exhausted if Complete Tie-Up Came.

Officials of the railroads on which New York City depends for its food supply said yesterday that plans had been made for the partial operation of practically all railroads entering the city in the event of a strike. These plans were not divulged, the executives not being willing to "show their hands to the brotherhoods."

"We have done everything possible in the way of preparation," said an official of one of the largest provision carrying roads. "Our plans are laid, and if the strike comes we shall be ready to do all that is humanly possible to keep New York from starving. We don't expect our road to be completely crippled. On the contrary, we think we shall be able to move considerable freight."

At the general freight office of another railroad, thousands of envelopes addressed to freight agents and other officials of the road were pointed out.

"Each of these envelopes contains a printed order headed, 'Instructions in case of a General Strike,'" explained the official in charge. "You see our preparedness campaign is complete, even down to the printing."

In case of a strike, it is understood, a system of preferential freight transportation will be followed. Certain goods, classified as articles of prime necessity, will be carried to the exclusion of all others. Staple foodstuffs will come under this heading, meat and flour receiving preference over all other articles.

Provisions Now Preferred.

The roads already are putting provisions ahead of other freight. It was stated, in order that stocks of foodstuffs in the city may be augmented before the threatened strike can become an actuality.

An embargo on all freight intended for export is planned, and a ban on all shipments of ammunition and other war material will be put into effect as soon as a strike is called.

"In spite of all the railroads can do," said an official, "there is bound to be a scarcity of food in New York. The city lives from hand to mouth as far as its staple foods are concerned, and the best the railroads do in normal times is to supply the demand. We shall concentrate our available resources in an effort to transport the milk and such foodstuffs as we are able."

Milk dealers were at a loss to know how they would receive supplies in the event of a railroad strike. According to Henry M. Hallock, vice-president of Borden's Condensed Milk Company, New York consumes more than 2,000,000 quarts of milk daily. Most of this comes from upstate New York and New Jersey.

Milk Company Considers Appeal.

"We should be badly crippled by a railroad strike," said Mr. Hallock. "I don't know what we should do. We could bring in some milk by motor truck from Brewster, N. Y., and possibly from New Jersey, but that would be a drop in the bucket. This company is considering appealing to the railway brotherhoods, asking that they agree to the carrying of milk trains in case of a strike."

A shortage in the milk supply, at this time, physicians say, would be a disaster tantamount to a sentence of death upon the majority of infant victims of the infantile paralysis epidemic. The stock of condensed milk in the city is small.

Provision dealers of Washington Market say a railroad strike of a week's duration would put them out of business. Stocks of butter, cheese and fruit on hand, they declare, would be exhausted in three days following a general strike order. The surplus of fresh meat on hand in New York is small, according to the head of a large stockyard company.

Butchers and produce men have been scouring the country for beef, veal, lamb and pork on the hoof for the last ten days, in anticipation of a railroad strike, he said, but very small shipments have been received. If the strike tied up livestock shipments, he continued, "New York would be without fresh meat in two days."

FEVER KILLS BORDER SOLDIER

H. O. Boldtman, of White Plains, Was Engaged.

Word reached White Plains yesterday of the death of Harold O. Boldtman, a private in Company I of the 7th Regiment, at McAllen, Tex. Shortly before departure for the frontier his engagement to Miss Mildred Reed, daughter of Mr. and Mrs. William Reed, of 147 Waller Avenue, White Plains, was announced.

Boldtman was the son of Mr. and Mrs. Alfred H. Boldtman, of Sterling Avenue, White Plains. He was graduated from the White Plains High School, where he was prominent in athletics, and from New York University Law School in 1914.

Besides his parents, a brother, Alfred H. Boldtman, jr., and a sister, Sylvia, survive him. His death was due to intestinal fever.

Last Week of Great Remnant Sale

Buy this week that suit you've been thinking about for six weeks—there won't be another remnant sale for six months—perhaps such values will never be shown again. Materials are advancing.

Suitings that sold from \$25 to \$50 to measure \$19—this week will close them out. Coat and trousers from shorter ends \$17.50.

Arnheim

TWO STORES
BROADWAY & NINTH STREET-AND
30 E. 42D ST. BET. FIFTH & MADISON AVES.

Fall and Winter Styles Now on Display \$20 to \$50

COPY OF STRIKE ORDER SHOWS DATE FIXED FOR WALK-OUT WAS SEPT. 4

[From a Staff Correspondent of The Tribune.]
Washington, Aug. 28.—The following is a copy of the strike order, effective 7 a. m., September 4, distributed yesterday in sealed envelopes to the 640 general chairmen of the four train service brotherhoods. These envelopes were not to be opened until the chairmen received a code word from the four brotherhood chiefs. The chairmen were given to understand that if the code word was not received on September 1 the envelopes were not to be opened:

Aug. 14, 1916.

To all local chairmen, members and others employed in classes of service represented by the B. of L. E., B. of L. F. and E. O. R. C. and B. R. T.:

Sirs and Brothers: This is to advise that a vote of the employees in train and engine service on the eight-hour day and time and one-half for overtime proposition was overwhelmingly in favor of a strike.

Notwithstanding this, your representatives have been unable to effect a satisfactory settlement and a strike under the laws of the respective organizations becomes effective on September 4, 1916, at 7 a. m.

Impart this information so that those interested will understand that they are to promptly obey.

Fraternally yours,
General Chairman, — Railroad.

These orders were to have been signed by the individual chairmen, who took them away and distributed them to the local chairmen of the unions. The date September 4 was filled in with a rubber stamp.

WILSON TO URGE CONGRESS TO ACT

Continued from page 1

have made no such assurances public. The strike order issued to the 640 brotherhood chairmen in sealed envelopes is to be released, it is understood, on Friday. But when the delegates left town yesterday they were informed, too, that the release might not come at that time.

In no case were they to open the sealed envelopes containing the order until they received a code word from one of the four chiefs.

The programme under consideration by Mr. Wilson to-night embodies these measures:

1. An eight-hour law. The President insists that this must be included in any legislation intended to remedy the present situation. Neither the President nor his advisers, however, are decided as to whether this suggestion should take the form of an eight-hour basic pay day or an eight-hour maximum day, accomplished by an amendment of the present law which forbids railway employees from working more than sixteen hours.

2. To Increase Commission. The Interstate Commerce Commission is to be enlarged from seven to nine members and provided that they in members make schedules of railroads in considering a petition for an increase in wages.

3. An amendment to the Newlands act, which created the present board of mediation and conciliation. This amendment would establish in this country an adaptation of the Canadian system of compulsory investigation of railroad disputes before a strike is called. Sixty days to be allowed after the investigating body reports so that the public may assimilate its findings and judge of the merits of the case in hand.

4. A measure empowering the government to take over the roads in the event of a strike and to operate them for all necessary purposes during the strike. The President is inclined to restrict this to military purposes, but some among his conferees believe it should be extended to mail, food and milk trains.

Drafting Proposed Measures.

Having worked nearly all day Sunday and far into the night on this programme, which includes measures intended to avert a strike as well as measures to check it after it has started and keep certain lines of transportation open, Franklin K. Lane, Secretary of the Interior, former Interstate Commerce Commissioner and one of the President's closest advisers, and Senator Newlands, chairman of the Senate Interstate Commerce Committee, started early this morning to complete the tentative drafting of the proposed measures before the President took them to the Capitol this afternoon. They called into consultation with them Interstate Commerce Commissioner Edgar E. Clark and H. Carroll Todd, assistant to Attorney General Gregory.

Meanwhile the President again postponed his meeting with the railroad executives. It had been scheduled for 10 o'clock this morning, but shortly before that hour the President sent word to the New Willard that his important business prevented his meeting the executives at the appointed time and set 2:30 o'clock this afternoon for the conference. Before that hour arrived, however, it had been announced that the President intended to go to the Capitol at 9 o'clock to consult the whole steering committee.

President Not Pleased.

The meeting with the executives was not a long one. Various reports of what transpired have circulated about

It was precisely 4 o'clock when the President reached the Senate office building this afternoon and went to Senator Kern's office, where the other members of the steering committee had assembled. They were Senators Mark Chesnut, Chamberlain, Owen, Thomas, Reed, James and Williams. The discussion lasted until about 6:30. The measures mentioned previously were all taken up. Two drafts of programmes had been passed on by the Senate during the early afternoon, but the whole programme is one. It contains all that Congress might do immediately to prevent the strike or handle it if it breaks.

"How long before Congress will adjourn if you put through all the President wants?" Senator Thomas was asked after the meeting.

"Oh, about December 1," he replied.

Progressives are Opposed.

Sensor Thomas's prophecy would not seem to be so far astray if the attitude of some of the progressive Republican Senators remains what it is to-day. There is a small but strong minority unalterably opposed to an increase of the Interstate Commerce Commission membership because they remember that the President appointed two men two years ago on the strength of the favor of a 5 per cent rate increase. They think now that if the

commission's membership is increased by two it would be like packing a court while a case is pending. Furthermore, the Middle Western legislators are mindful of the shippers out there and they don't take kindly to the idea of shifting the expense of the roads to that part of the public.

For the last few days the railroad managers have been moping out their strategy in the event of a strike. Out of the 250,000 miles of trunk line covering the United States it is planned to keep about 50,000 miles in operation. Every mile of the railroads they carry out their plan, would be guarded by faithful employees—there are twenty-three other employees to every seven train service employees—against the strike pullers and the strike pullers are counting on some 15,000 men who can operate locomotives to tide them over the strike.

How to draft the eight-hour law is the big problem. The four men who are shaping the legislation which President Wilson is expected to urge before Congress. The other questions—providing for arbitration of labor disputes, increasing the number of members of the Interstate Commerce Commission, and providing that the Interstate Commerce Commission shall be empowered to make schedules of freight rate increases—are comparatively simple.

Hunting for a Basis.

But the trouble about the eight-hour provision is that neither the President nor any of the four men who under his direction are preparing the legislation, are agreed on what is to be done. The first plan discussed was to amend the present sixteen-hour law. But the whole idea of that law is safety, and the health of the men. It seeks to make impossible the working of railroad employees longer than sixteen hours a day.

Men Want Overtime.

The railroad employees do not want to be prevented from making overtime, and the quartet at work on the bill are divided on the question. It seeks to pay ten hours' pay, on the present scale, for eight hours' work. They also want their overtime proportionately increased.

The committee—if Messrs. Lane, Newlands, Clark and Todd could be called a committee—considered the question of providing flatly for an eight-hour day, with no reference to overtime. What these men really want is ten hours' pay, on the present scale, for eight hours' work. They also want their overtime proportionately increased.

CHOOSE 4 1/2% AND SAFETY

Do you care more for the interest on your money than the principal?

Do you want second mortgages and poor real estate bonds at 6%, or do you want absolute safety and 4 1/2%?

We can give you the latter in the form of Tax Exempt First Mortgage Participation Certificates secured by a specific guaranteed first mortgage.

Any amount from \$200 up.

No investor has ever lost a dollar.

BOND-MORTGAGE GUARANTEE CO.
Capital & Surplus, \$10,000,000
176 Broadway, N. Y. 175 Remsen St., Brooklyn
350 Fulton St., Jamaica.

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Order of Union Chiefs Forbids All Violence

Circular of Instructions Tells Men to Keep Away from Railroad Property and Explains Rights in Case of Strike.

[From a Staff Correspondent of The Tribune.]
Washington, Aug. 28.—Careful warnings against violence of any kind in case of a strike of the big railroad brotherhoods is called, instructions as to duties and definitions of rights are contained in the circular sent out by the officials of the unions here.

Following is the text of the circular: BROTHERHOOD OF LOCOMOTIVE ENGINEERS.

BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS.

ORDER OF RAILWAY CONDUCTORS.

BROTHERHOOD OF RAILWAY TRAINMEN.

DUTIES OF MEMBERS AND OFFICERS IN CASE OF STRIKE.

Sirs and Brothers: In connection with the strike you will observe the following instructions:

DUTIES OF MEMBERS.

1. No man in road service involved in the strike will perform any service after the hour set to strike, unless he actually left the terminal. If the train has left the terminal he will complete the trip and deliver the engine and train at the end of the run or tie-up point, if tied up under the law, after which he will perform no further service until the close of the strike. Men in other than road service will leave the service at the appointed time.

So far as your legal right to strike is concerned, there is no difference between a mail train and a freight train. You have identically the same right to refuse to perform service on a mail train as you have to refuse to perform service on a freight train.

2. All men on strike will keep away from the companies' property, except such men as are designated certain duties to be performed by authority of the organization.

Laws Must Be Obeyed.

3. Every man should understand that the laws of the land must be obeyed. Acts of violence of any nature will not be tolerated by the organizations.

4. The local representatives will arrange for a hall for meeting purposes at all terminals, using one of their own lodge rooms if available. Immediately after strike becomes effective, all men will assemble at the hall secured for meeting purposes. When thus assembled, an organization will be perfected by the election of a chairman, vice-chairman and secretary.

No person will be permitted to be present in the meeting hall other than those who are on strike, except by permission of the assembly.

5. The secretary will arrange a roll-call (alphabetically) with each organization on a separate sheet. Roll will be called twice daily, morning and afternoon. The names of the non-members will be kept separate on the roll.

No person will be permitted to be present in the meeting hall other than those who are on strike, except by permission of the assembly.

6. In the conduct of every strike there are numerous irresponsible persons, not members of the organization, who take occasion to engage in acts of violence and disorderly conduct, and such actions are usually attributed to members of the organization, and great care should be taken by every member of the organizations to avoid associating with such persons, and such conduct should be discouraged, so as not to cast reproach upon the cause.

7. Some railroad officials may endeavor to coerce or mislead the men by asserting that men at other points have not quit or that they have returned to work. Such information should be discounted, and all strikers should apply to their officers and committees for information and be governed accordingly, and no member or non-member man will return to work until the strike is officially declared off, when all will return to work at the same time, without prejudice and with all former rights.

DUTIES OF LOCAL CHAIRMEN.

1. The local chairmen of each organization on each division of railroad will jointly supervise the prosecution of the strike on the territory over which they have jurisdiction.

2. Local chairmen are expected to keep in close touch with the situation and use every honorable effort to further the cause, and will report daily, preferably by night letter, to their respective general chairmen as to the condition of affairs. Wherever it is possible for local chairmen to report to the four general chairmen jointly in one communication it should be done.

Expenses and Advisers.

3. Expense incurred for telegrams will be borne jointly.

4. When deemed advisable the four local chairmen will agree upon assistant chairmen for their respective organizations, to be located at outlying points, and said assistant chairmen will report to their respective local chairmen.

5. Clearly defined cases of disloyalty or inefficiency on the part of any representative of the organization should be reported to the other organizations and necessary action either as to discipline or safety measures taken at once.

DUTIES OF GENERAL CHAIRMEN.

1. The general chairman of each railroad involved in the strike will supervise and be responsible for the conduct of the strike upon the line of railroad over which he has jurisdiction, and will report by night letter to the grand officer having general supervision over that line of road. Expense incurred by so doing will be paid in accordance with the laws of the respective organization.

2. On a road where, because of the number of strikers involved, it becomes necessary for the general chairman to have assistants, he may designate other officers and members of the general committee or a joint board as in his judgment may be necessary to successfully carry on the strike.

3. In the absence of instruction from the grand officer in charge of the district, the general chairman will agree among themselves as to the points at which they will be located during the strike, and they will immediately advise each of their local chairmen where they are located and proper address. The four general chairmen should keep each other advised as far as possible as to their location and movements.

DUTIES OF GRAND OFFICERS.

The grand officers of the four organizations will be assigned to certain districts, and each grand officer so assigned will have general supervision of the strike in his respective district and over all members on strike and others associated with them in that district.

Grand officers will keep the executives of the four organizations advised of the exact situation in their district. ASSIGNMENTS OF GRAND OFFICERS.

Grand officers will be assigned to the following cities:

New York, L. E. Sheppard, S. V. H. O. R. C. D. E. Robertson, V. P. B. L. F. and E. Hotel Bristol, Forty-ninth Street; Boston, Washington, Atlanta, Cincinnati, Chicago, St. Louis, Kansas City, New Orleans, Houston, Pittsburgh, Buffalo, Detroit, St. Paul, Minneapolis, Denver, Los Angeles, San Francisco, Seattle and Portland.

Fraternally yours,
A. B. GARRETTSON, President Order of Railway Conductors.

W. S. STONE, Grand Chief Engineer, Brotherhood of Locomotive Engineers.
W. G. LEE, President Brotherhood of Railway Trainmen.
W. S. CARTER, President Brotherhood of Locomotive Firemen and Engineers.

PUBLIC MUST PAY, SAYS WHITRIDGE

Beyond That Third Avenue President Will Not Discuss Late Strike.

Frederick W. Whitridge, president of the Third Avenue Railway, returned yesterday on the American liner New York from his estate in Perthshire, Scotland. Although Mr. Whitridge was reluctant about being interviewed concerning the recent street railway strike, he admitted that it was that which caused him to return.

When told that Mayor Mitchell had brought about the settlement of the strike, he refused to comment on it, saying that it was "all news to him," and declined to make any statement other than to remark that before he left, a month and a half ago, to visit his son who is fighting on the Western front, he believed all difficulties had been settled, as the employees' wages had been raised \$250,000 during the present year.

"The question is a matter of facts, conditions and figures," he said, "and it is up to the public to decide what should be done, as it is the public which has to pay in the end. About the eight-hour day, which you tell me President Wilson advocates, the public should decide that, also. In our case we cannot raise streetcar fares, but the steam railroads, through the Interstate Commerce Commission, are in a position to meet traffic conditions by an increase in rates."

Although Mr. Whitridge was unable to see his son, he told of an amusing postcard he had received from Lieutenant Arnold Whitridge, 131st Field Artillery, dated from a recaptured German dugout on the Somme.

"I am living in a German dugout," the son wrote, "and the counter attack of the German forces are fearful. Otherwise, I am not suffering."

Mr. Whitridge said that he had learned from a Southampton transport officer that since the beginning of the war more than 2,000,000 soldiers and 472,000 horses had passed through that port alone on their way to France. During one week in July, 1916, just after the commencement of the Somme offensive, more than 210,000 wounded men had been invalided back to England.

Several members of the delegation proposed that they hold the crops, securing financial aid through the rural credits law.

Marion Letcher, foreign trade adviser of the State Department, said the department had presented its views in a vigorous manner to the British government, which declined to modify the order.

Senator James expressed the opinion that the British-American Tobacco Company, which growers said had obtained a concession from the British government to ship this year four times as much tobacco into Great Britain as in any previous year, had sought the embargo. Mr. Letcher said an investigation was being made to see what, if any, relationship existed between the company and the British government and what effect the embargo would have on the company's financial operations.

Brain Clot from Leg Cut Kills.

Ralph M. Forbes, sixteen years old, son of Mrs. Ella J. Forbes, died yesterday morning in his home, 409 East Fifth Street, Mount Vernon, after a blood clot from a wound in his leg lodged in his brain. He was a Mount Vernon High School student. Six weeks ago he cut himself in the leg with a syringe.

After a conference yesterday between representatives of the supers and Mr. Frayne it was announced that organization would go forward speedily to forestall any plans the agents might have to prevent the project.

Stiffing their artistic sentiment with thoughts of \$750 a day, the movie supers who have been threatening to go on strike are to submit to industrial organization.

"We are going to organize them just like plumbers or bricklayers or actors," declared Hugh Frayne, speaking for the American Federation of Labor, yesterday.

The agents who supply supers to the directors "defy the law," Mr. Frayne said, being middlemen in labor. When the downtrodden supers have joined the federation, as they plan to do soon, the director will have to deal with their local organization instead of the agent, Mr. Frayne added.

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WE SELL

SOCONY

TRADE MARK

MOTOR GASOLINE

STANDARD OIL CO. OF NEW YORK

STANDARD OIL CO. OF N. Y.

STOP — LOOK — LISTEN

Approach to a railroad crossing
American Motor League "Caution Sign"

There's danger ahead for the motorist who is misled by a name.

Some dealers who are selling inferior gasoline try to make the motorist believe he is getting SOCONY Gasoline by giving their own product deceptive names and descriptions. Do not be misled.

The gasoline produced and sold by this Company is called SOCONY Motor Gasoline, and nothing else.

Ask for it by name. It gives most power, most mileage and least carbon trouble.

Sold wherever you see the RED, WHITE and BLUE SOCONY sign

STANDARD OIL CO. of NEW YORK